

COMMANDING OFFICER

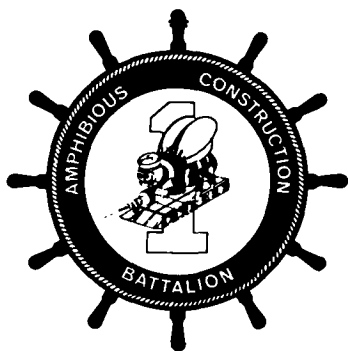
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USN

COMMAND MASTER CHIEF

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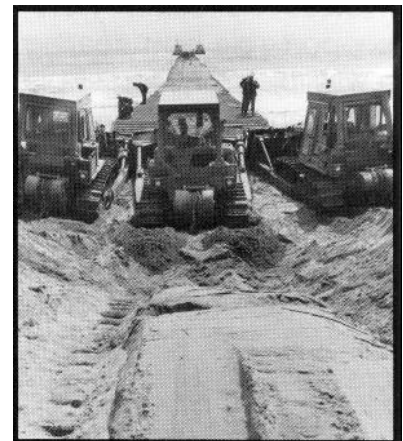


BEELINE is published semi-annually with appropriated funds by Amphibious Construction Battalion ONE (PHIBCB ONE) and is distributed to its personnel. Funds for the printing of this publication have been approved by the Navy Publications and Printing Policy Committee. Its views do not necessarily reflect the official views of the U.S. government, the Department of Defense or the U.S. Navy.

## ACB1 FALL '91 BEELINE TABLE OF CONTENTS

- 2 COMMANDING OFFICER
- 3 EXECUTIVE OFFICER
- 4 COMMAND MASTER CHIEF/  
CHANGE OF COMMAND
- 6 SEABEES OF THE NEAR  
FUTURE
- 7 PHIBREFTRA
- 10 ARTICULATED BEACH RAMP
- 14 SOI
- 16 COMPANY SPOTLIGHT
- 18 HOMEPORT
- 20 AWARDS/ ADVANCEMENTS
- 22 SAILOR OF THE YEAR/  
QUARTER
- 24 FUNNYBONE

**About the cover:** D-8 dozers  
push the 12 section cau-  
seway pier off of the beach.



# ARTICULATED BEACH RAMP

Story by: SW1 Lang

In June 1991, blueprints were received from the Naval Civil Engineering Lab (NCEL) Port Hueneme, California for PHIBCB ONE to construct and test a new articulated beach ramp. Its function is to provide easier access of the floating pier to the beach for ship offload operations. The crew was assigned, the plans were studied, new prefabrica-



**Above:** "Rolling stock" is offloaded from the pier to demonstrate the versatility of the Articulated Beach Ramp. **Below:** The Articulated Beach Ramp hits the beach by the new pier.



ted ramps and modified cans were received. The ramp crew was ready to go into action to convert an old Intermediate section into the new articulated beach ramp when the travel-lift went down for repairs. Time was getting short as the new ramp had to be completed by 14 August 1991, the test date. With no way to move any of the sections into place, the decision was made to convert the Sea End causeway section, that SW2 O'Leary and his new construction (NEWCON) crew had been building for the past two months, into the new articulating beach ramp.

On 29 July 1991 the conversion was started. With SW2 Eric Stratton as the crew leader, and his crew armed with enthusiasm, they began to dismantle the Sea End section. July 31, the crane crew removed six pontoon cans, the six pontoon ramps and finger ramps with the 140 ton crane. 1-8 August the crew prepared the Sea End to receive the new modified cans and articulating ramps. August 9, the NCEL test directors arrived for technical support of the hydraulic system installation and the alignment of the new ramps. August 10th the new ramps were placed and the welding began. August 14th, with all the welding done the conver-



**Above:** Off-load of various pieces of CESE across the ramp.

sion was completed and our deadline had been met. The next five days several tests were conducted on the hydraulic system, the hand pumps, and the ramps, to ensure proper operation before setting the new articulating beach ramp in the water. All tests produced excellent results. On August 20, EO1 Mark Petty and the skills of his crane crew were again needed to place the newly converted Sea End causeway section into the water for testing in various beach operations. For the next five working days Alfa Company provided the

equipment to drive on and off the articulating beach ramp. Bravo Company provided the craft to move the ramp through the water from beach to beach for scheduled tests.

The results of the tests; well, I guess the best way to sum it all up is to use the acronym T E A M WORK: Together Everyone Achieves More (work). Without the skills, expertise, knowledge and hard work of everyone from PHIBCB ONE, and NCEL, this articulated beach ramp would still be just an idea. Great job to all who were involved in making this new idea an outstanding success.



*The equipment is transported to the beach for offloading.*